**FINDING OF NO SIGNIFICANT IMPACT**
**South Jetty Breach Fill Maintenance**
**Fiscal Years 2012-2018**
**Westport, Grays Harbor County, Washington**

1. Background. The Supplemental Environmental Assessment (EA) (August 2012), incorporated by reference, supplements and incorporates by reference the Draft Supplemental Environmental Assessment and Biological Evaluation for the South Jetty Breach Fill Maintenance, prepared in February 2004 and supplemented by the U.S. Army Corps of Engineers (Corps) in December 2004, November 2005, and July 2010. The August 2012 document evaluates the impacts of up to four breach fill maintenance events during Fiscal Years (FY) 2012 through 2018. The Supplemental EA evaluated impacts to resources in Westhaven State Park area and the sand spit connecting South Jetty with the land mass to the south which separates South Beach from Half Moon Bay.

2. Purpose. The purpose of the proposed work is to continue, pending completion of the Grays Harbor Operations and Maintenance Long-Term Management Strategy (LTMS) and implementation of its recommended measures, to preserve the status quo by protecting against an undue risk of the recurrence of a breach in the sand spit that connects South Jetty with the land mass to the south as occurred in 1993. Maintenance of the breach fill protects the South Jetty, the Federal Navigation Channel, and other Federal navigation project features from damage which could result from a breach. Implementation of any contingent breach fill maintenance actions (FY12 through FY18) would be undertaken as an intermediate measure pending implementation of the LTMS that is currently under development. Prior to completion of the LTMS study, there is a tangible risk that without further preventative action continued erosion in the vicinity of the South Jetty could produce another breach. Pending completion and review of the data collection and analysis efforts presently underway, there is uncertainty regarding the degree of risk of another breach occurring, as well as the nature and scope of any resultant impacts on the navigation project. In view of this uncertainty, the Corps plans to take action to preserve the *status quo* and protect against a breach recurrence until a definitive evaluation of the effects of another breach on the Federal interest in maintaining existing navigation project features is complete. The project period for the breach fill maintenance action is FY 2012 through 2018, or until actions to maintain the *status quo* are rendered moot by full implementation of LTMS measures, whichever occurs first.

3. Preferred Alternative. The proposed action consists of placing sand material in the South Beach and Half Moon Bay placement sites with material obtained from an upland source or from the mitigation stockpile beginning in FY12 and continuing through FY18 as needed. The sand material would be placed in the South Beach and Half Moon Bay placement sites above +9 feet mean lower low water. There are several options that could be undertaken depending on the specific triggering thresholds that are met. These options include: 1) place sand in the South Beach placement site, 2) install sand fencing; 3) place sand in the HMB placement site; and 4) some combination of the above options. The sand would be obtained from upland sources or from the HMB mitigation stockpile, and transported via trucks. Two triggering thresholds, which consider the specific conditions in light of ongoing erosion and the effects of storm events,

have been established to guide the decision about whether a prescribed responsive action should be implemented. Each threshold has a corresponding responsive action. These triggering standards were established in order to make use of readily measurable and objectively verifiable indicators of risk of a breach occurring. The triggering thresholds are set at a level that permits the Corps adequate response time to procure and implement the placement of sand once the thresholds are reached.

The action-triggering thresholds and corresponding responses are as follows:

Threshold No.1. The Corps determines through evaluation of pertinent survey data that 15,000 cy of sand has eroded from the southwest corner of the HMB beach since the most recent sand placement event.

Responsive Action No.1. Placement of up to 15,000 cy of clean sand along approximately 1,000 linear feet of beach in the southwest corner of HMB, in a footprint approximately 0.8 acres in size. Sand would be excavated from the existing buried revetment HMB mitigation stockpile, or obtained from another suitable upland source, and truck-hauled on the existing state park access road. Any quarry supplying the sand material would be required to match the relevant characteristics of the marine sands presently comprising the breach fill. Minor grading could occur for pioneering a temporary access route on the sand and for safety when bulldozing sand over the bank top. Any material used to develop a temporary access route will be removed at the conclusion of the project. The replacement material would be placed landward of the +9 foot MLLW contour line (the mean higher high water contour) at its natural angle of repose to minimize impacts on intertidal ecology. Some mechanical grading and reworking of the sand may be required in addition to water currents and wave actions, which are expected to subsequently regrade and disperse this sand eastward along the beach and offshore. No in-water work would be performed. Sand grain size and other pertinent characteristics would be consistent with existing beach sand and marine sands in the breach fill and nearshore area. Care would be taken to minimize impacts on dune grass.

Threshold No. 2. The breach fill footprint south of South Jetty is overtopped by water from the west, resulting from one or more storm events.

Responsive Action No. 2. Placement of clean sand of the same character (similar grain size and other pertinent characteristics) as the material in the breach fill area in a footprint of up to 2.2 acres located within the 7.6-acre South Beach placement site, landward of elevation +9 feet MLLW (the MHHW contour). Any quarry supplying the sand material would be required to meet the relevant sand grain size and other characteristics of the marine sands presently comprising the breach fill and nearshore area. The precise location and quantity of placed sand would be selected based on an analysis of the most effective means of responding to the observed overtopping conditions and the most efficacious means of addressing the risk of further overtopping and head-cutting. The sand would be excavated or obtained from another suitable upland source, and truck-hauled on the existing state park access road. Minor grading could occur for pioneering a temporary access route on the sand. Any material used to develop a temporary access route will be removed at the conclusion of the project. No in-water work would be performed. Sand fences may also be constructed to capture wind borne sand and

reduce erosion of the sand placed in the South Beach breach placement site. Care would be taken to minimize impacts to any dune grass present in the South Beach placement site.

4. Summary of Impacts and Compliance. The preferred alternative will have no effect on Endangered Species Act (ESA) threatened and endangered species or their designated critical habitat in the vicinity of the South Beach or Half Moon Bay placement sites because the work will be done in the upland where no ESA listed species are found or critical habitat is located. The proposed action would result in no impacts to any properties listed, proposed for listing, eligible for listing, or potentially eligible for listing in the National Register of Historic Places. Construction noise (primarily dump trucks) may temporarily add to disturbance of non-listed wildlife in the project area, over and above the regular and prolonged disturbance that humans' and their pets' use of Westhaven State Park generate on wildlife in the area under the no-action alternative. There will be no impacts to wetlands as there are no wetlands in the area of the breach fill. Effects to air quality do not reach *de minimis* levels, and the project is thus exempt from the conformity requirements under the Clean Air Act. The Corps has prepared a Coastal Zone Management Act (CZMA) Consistency Determination for the proposed action to ensure that the proposed work is consistent to the maximum extent practicable with the enforceable policies specified in the City of Westport Shoreline Management Master Plan and the State of Washington Shoreline Management Program. Ecology renewed the consistency concurrence issued for the similar action in 2004, via their e-mail of 24 August 2012. Temporary local increases in noise would occur as a result of construction activities. Work would be done during daylight hours to minimize the adverse effects on park visitors. Park visitors may be required to detour around the construction zone. Efforts would be made to minimize disturbances to local traffic patterns during construction through appropriate work hours, signage, notifications and proper traffic controls. It is anticipated that traffic and noise impacts would be minor, localized, and not significant.

As was the case with the sand placement in December 2004, January 2005, and September 2010, little, if any, native dune grass vegetation would be disturbed by the transportation and the Corps will make every effort to avoid such impacts.

Sand placement would fall completely within the footprint of the previously authorized breach fill, and would utilize marine sands dredged from navigation channel sources identical to the existing sands, or sands derived from a suitable upland source meeting the same pertinent characteristics. As the sand placement would not alter the character, scope, or design of the initial 1994 breach fill placement, the proposed action would constitute maintenance of a dike or similar structure because the breach fill was constructed as an engineered barrier between the Pacific Ocean on one side, and Half Moon Bay and the infrastructure of the City of Westport on the other. Thus, the breach fill is an engineered structure designed to control water, and such placements of material for repair and maintenance purposes are exempt from the requirements of Section 404 under Section 404(f)(1)(B) of the Clean Water Act. Because no work subject to regulation under Section 404 is being conducted, a Section 401 certification is not required.

5. Finding. Based on the attached environmental documentation, coordination, and analysis conducted by the Corps environmental staff, I have determined that the proposed action is not a major Federal action significantly affecting the quality of the human environment and therefore does not require preparation of an environmental impact statement.

20 Sep 2012
Date

BRUCE A. ESTOK
Colonel, Corps of Engineers
Commanding